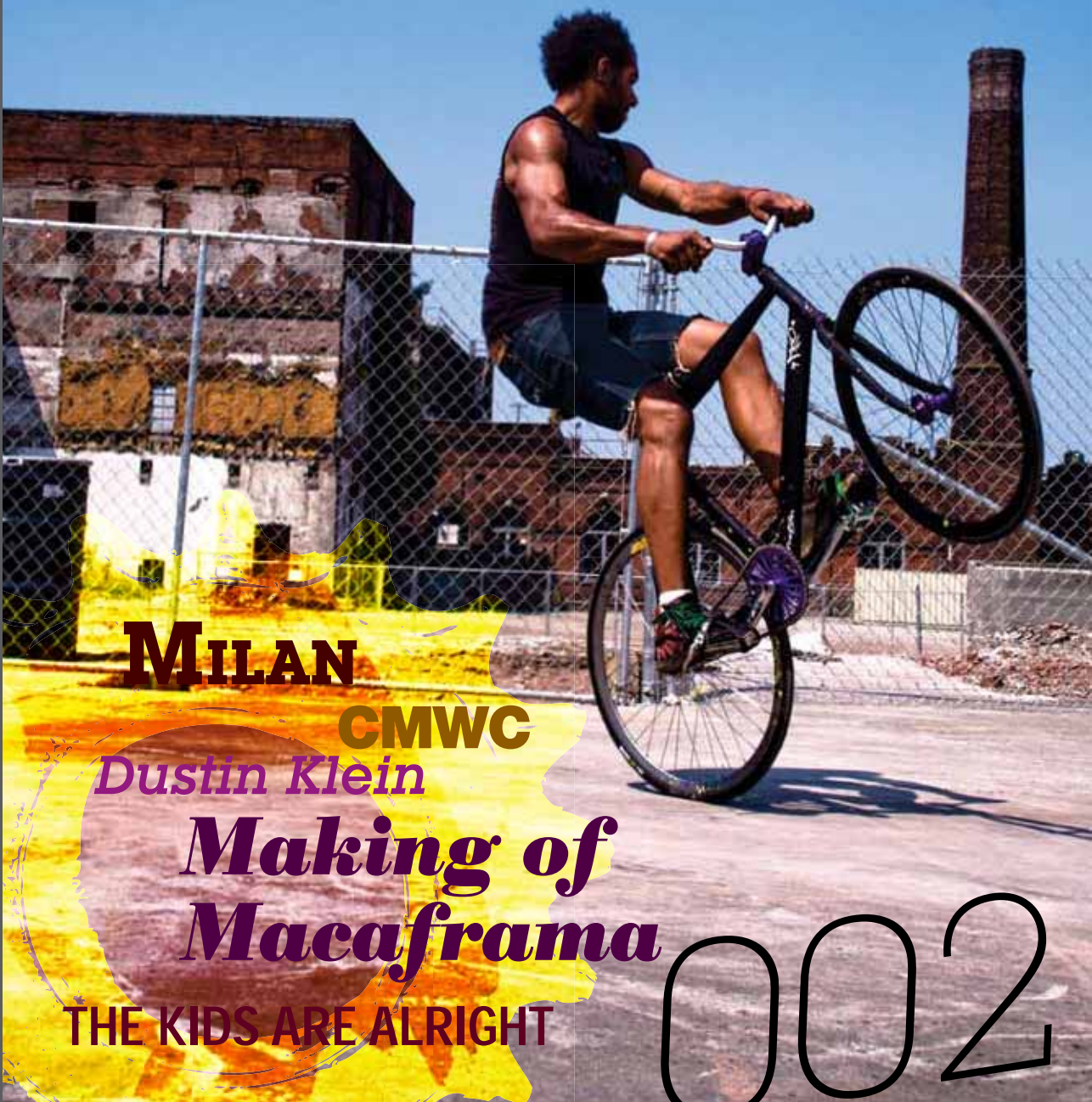


Fixed

WINTER 2008

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FREE



MILAN

CMWC

Dustin Klein

***Making of
Macaframa***

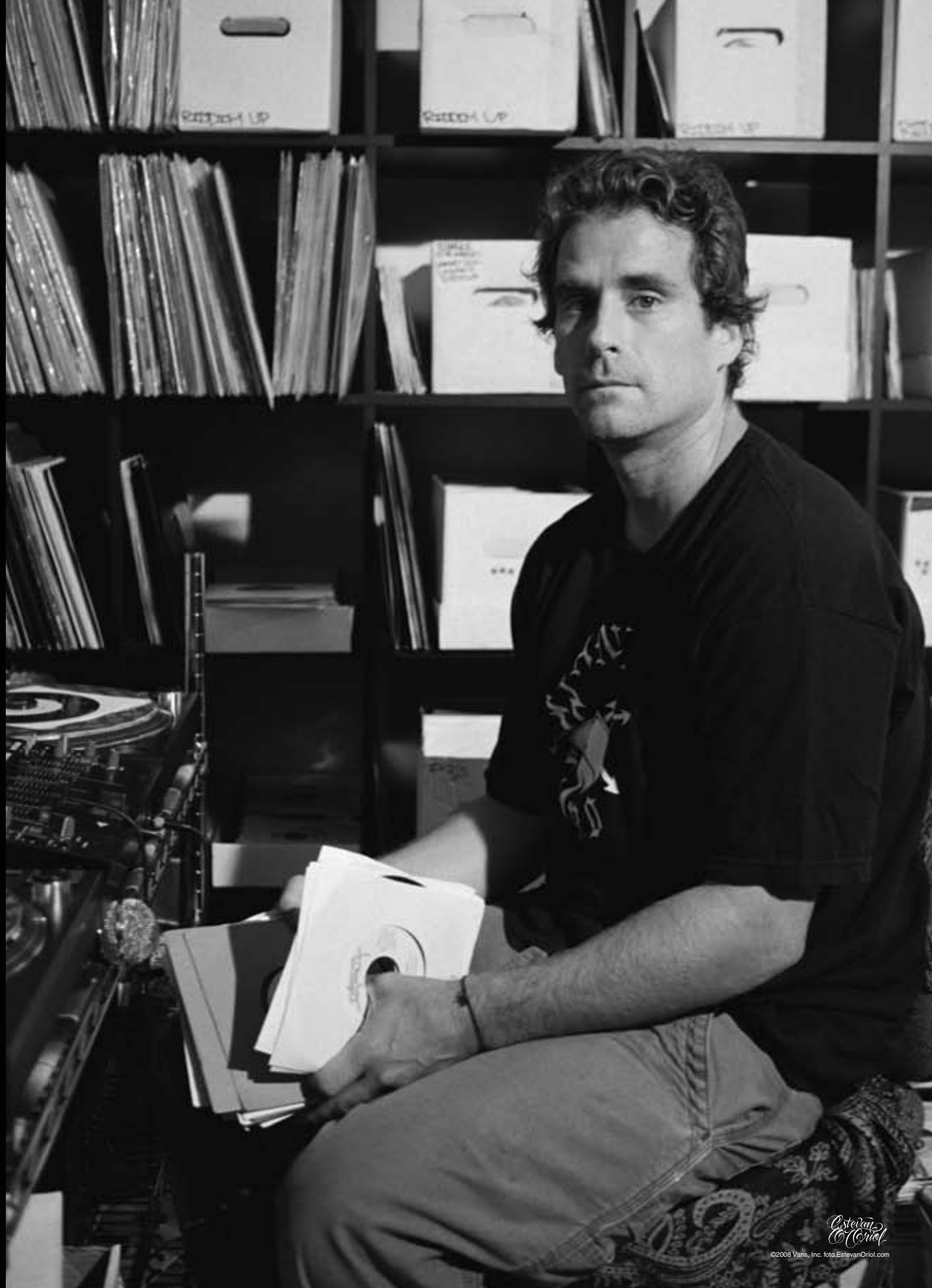
THE KIDS ARE ALRIGHT

0002

SKATEBOARDING STR8 UP IS
THE MOST INSPIRATIONAL VICE!
TO ME IT IS A FORM OF
CREATIVE ABGRESSION THAT FORCES
YOU TO BE ORIGINAL.
CONSTANTLY FORWARDING WITHIN
YOURSELF, IT HAS TAUGHT ME
THAT UPS AND DOWNS COME AND GO
AND THAT TRUE FREEDOM IS
WITHIN THE FLOW! EVEN NOW
AS I SESSION EVERYTHING AS IF
IT WAS MY TIME TO GO! ALL
THE WHILE WEARING MY VANS
MAKING IT EASIER FOR SHO!
John Cardiel



John Cardiel is an ICONoclast.
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PHOTO: ANDY LIFFNER



PHOTOS: THIS PAGE MICHAL TUSZINSKY
LEFT PAGE ANDY LIFFNER



PHOTO: JORDAN BUCK

STARTLINE

*It's been difficult, but we persisted
and have prevailed...*

We're still trying to flatten the hills that come with launching a magazine, but at least we know what it's like to ride in SF – if you catch my drift.

We've had amazing feedback from the first issue, and I am sure it will continue to grow. New riders are appearing all the time, and the information available has given them greater knowledge about how to get started and progress in this game of fixed. When I first got into it, the only info available was from the fixedgareallery.

I have always thought that riding track bikes would become a global movement but I can't believe how fast it's happening. We've received emails from Hawaii to South Africa, Kuala Lumpur to Santiago and all over the globe. I was checking out a YouTube video from Japan of a fixed competition at a skate park – you know the one! It blew me away... This thing is growing so fast it's unbelievable. What's gonna happen next? Just when you think you know everything, you find out you don't know shit. I love the progression of this thing we're doing.

Anyway, where was I? Oh yeah! Issue 2 is in your hands, read and enjoy!



421
mm



The new Ultra Deep Flush Surfaced Tzoo rim from H+Son. Exclusive to BrickLane Bikes London. Available in 650 & 700c, 32 & 36 hole. Gold, Silver, White and Black. 'Formation Face' / Braking

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ON THE COVER
THERE'S ONLY ONE PERSON WE CAN
THINK OF WHO HAS A TRACK BIKE
TRICK NAMED AFTER HIM. KEO CURRY
NAILS ANOTHER SILKY SMOOTH KEO
SPIN FOR MACAFRAMA
PHOTO: KYLE JOHNSON

HERE:
SUPERTED UPPED THE GAME IN
OCTOBER AND GOT THE WORLD'S
FIRST FIXED BUNNYHOP BARSPIN
ON FILM
PHOTO: GREG FALSKI

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OFF THE WALL

Vans and Fixed Gear London collaborate to build a pure freestyle fixed bike



Fixedgearlondon was founded by Andy Ellis and Ted James in 2005. Since then, riding fixed has become their lives – and more. This frame is the first that Ted has built from scratch and is their interpretation of what a Vans bike should be like.



TOP: TED INSTALLS THE TRACK ENDS
HERE: THE BIKE IN ITS FULL GLORY

The frame was built in their London workshop, to Ted's initial concept, which was... 1. Make it comfortable, 2. Use fillet brazing (for strength) and 3. It had to be bar-spinnable with a 700c wheel. The fork was kindly donated by Ted's sponsor, Charge bikes.

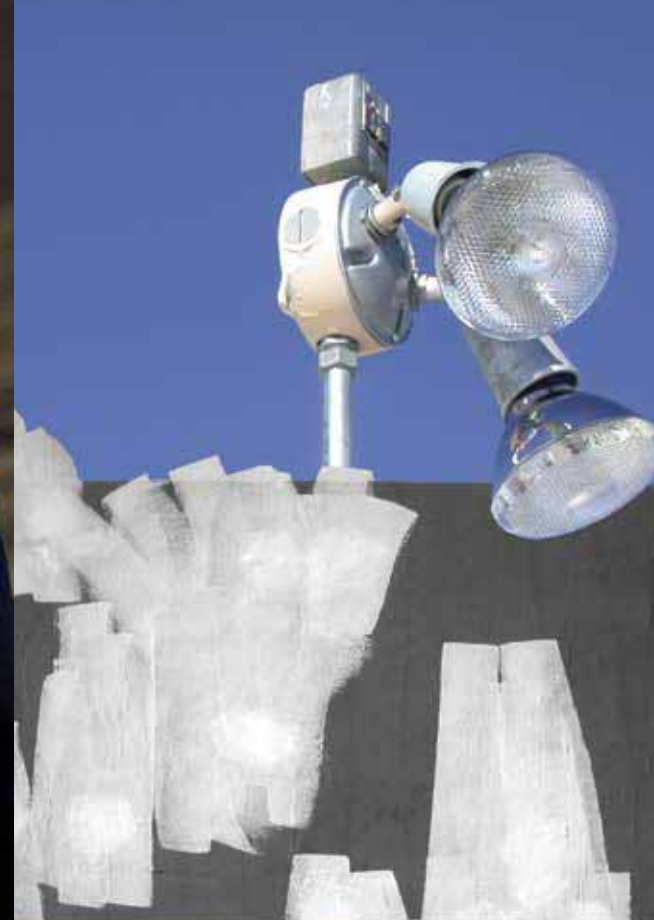
The paint was done by their trusted powder coat specialists, Armourtex, who they have been using for more than two years! The frame and forks were finished with a matte high temperature black, then a gloss black was applied for the details.

This is Fixedgearlondon's vision of what a Vans fixed gear bike should be like and is a complete one off – which will never be produced again...?

Link to Flickr
<http://www.flickr.com/photos/fixedgearlondon/sets/72157608169382119/>

SPECIFICATION:

FRAME: Handbuilt by Ted, one-off fillet brazed 4130 CR-MO.
FORK: Charge Bikes prototype
CRANK: Sugino Messenger 170mm with 46 tooth chainring
PEDALS: Gusset Slim Jim
SEAT POST: Thomson Elite 27.2
STEM: Thomson Elite X4
SADDLE: Charge Spoon
BARS: MTB riser
GRIPS: Carhartt/We The People
CHAIN: Charge Masher Halflink
HUBS: Profile fixed black 32 hole
SPROCKET: EAI 20 tooth
RIMS: Velocity Deep V, 32 hole
TYRES & TUBES: Continental Sport Contact 700x32C
STRAPS: FGLDN Foot straps



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BLOC PARTY

DURING THE YEARS OF COMMUNISM, EASTERN EUROPE DOMINATED TRACK CYCLING, AND IT WASN'T ENTIRELY DUE TO QUESTIONABLE TRAINING PRACTICES.



Those strong communist athletes had to have strong machines to ride and Eastern Europe had a host of craftsmen every bit the equal of the Italian or English masters. As with everywhere, the old masters are passing their skills down to new framebuilders, who in turn are putting their stamp on the latest steel machines.

Jacek Orlowski started working as a frame builder in 1991. His first high profile order was for Piotr Wadecki – who as a student of Ryszard Szurkowski, won the Polish national championship many times. Although Orlowski has also built frames from carbon fibre and aluminium, he currently prefers working with steel – mainly due to it's strength and softer, playful responsiveness.

He currently builds frames for the most successful Polish track club – Gryf Szczecin – which includes riders such as Kamil Kuczyński, Daniel Ratajczyka and Damian Zielinski, all of whom have won trophies at an international level. Damian Zielinski also rode an Orlowski in the 2006/07 international Keirin championships, granting Orlowski an NJS membership certification – a rare privilege for a non-Japanese manufacturer.

In his time Orlowski has also built frames for Robert Bartko, Guido Fulst, Christian Lademann, Christine Muche among others, and brought over 150 national championship victories to those riding his frames in Poland, Denmark and Germany.

After visiting his workshops in Poland more than two years ago, London's Brick Lane Bikes has been working closely with Orlowski to bring his hand-built, high-quality track frames to the London and UK scene. Every frame is custom made to order – which means they can offer custom geometry and specific adjustments where required. In addition to the traditional track frames, Brick Lane Bikes has recently taken delivery of an all new lo-pro frameset built to take a 700c rear and 650c front wheel and built using Dedacciai tubing.

True craftsmanship can be found throughout the world – sometimes you just have to look where you're not expecting to find it.

The Orlowski Track frame and fork currently retails at £365.



CLOCKWISE FROM TOP LEFT
1. ORLOWSKI STEEL IN ACTION WHERE IT WAS BORN TO RIDE 2. A BUILT UP CUSTOM BIKE COURTESY OF BRICK LANE BIKES 3. IN THE WORKSHOP
PHOTOS: ORLOWSKI



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Rider: Rich Staite
Photo: Jerome Loughran

FREEMAN TRANSPORT

PUTTING THE 'FREE' INTO TRAVELLING
WITH YOUR BIKE.

CLOCKWISE
1. SS COUPLINGS IN CLOSE-UP
2. PACKED DOWN AND READY TO GO
3. LIGHTWEIGHT, READILY COLLAPSIBLE
AND SUPER STYLISH, THE FREEMAN
TRACK BIKE IS LOOKING GOOD...



Collapsible frames are hardly a new idea – SS couplings have been around for a while and have been used to good effect – but the new frames being debuted by Freeman Transport out of Missoula, Montana, have really caught the track bike community's imagination.

WHERE DID THE IDEA COME FROM?

Nathan was back in Montana visiting family, and we were lamenting the fact that he didn't have his bike with him. We started talking about travel bikes, and how good it would be to build a full-sized travel bike made with our own aesthetic and design sensibilities. We've been working on this project for two years.

HOW MANY PROTOTYPES DID YOU GO THROUGH?

We went through two protos. One was a semi-compact geometry and the other was a classic track geometry. On our track bikes we stick to the classic ass-to-hand sloped top tube. Our two main challenges are keeping all our manufacturing in America and keeping our costs down.

WHAT MATERIAL IS THE FINAL FRAME AND HOW MUCH DOES IT WEIGH?

We are using Dedacciai and Columbus tubes. The frames are around 3 pounds and we built the complete bikes up to be around 16 pounds

FINALLY, WHAT IS THE PRICE AND AVAILABILITY?

Our bikes are made to measure and available now. They take between 6-8 weeks from order to delivery. Our track bike kit runs at \$2475 and includes a frame, Reynolds carbon fork and waxed canvas travel bag (all made in the US).

FOR MORE INFORMATION, CHECK OUT
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TokyoFixedGear.com

Stocking nothing but quality track frames, parts & clothing.



HOT AIR

TOM CHARGES FORWARD.



Tom Lamarche has recently parted ways with Brooklyn Machine Works and has joined forces with Charge Bikes to become their first American team rider, coinciding nicely with

their break into the US distribution. Check out www.chargebikes.com for more information.

WHAT THE FUCK!?



Fixed Gear London have hooked up with streetwear company LifeAct to release the world's first fixed-specific shoe. Designed

from the ground up, the shoe has a low profile and seam free instep to make getting in and out of your clips and straps easy and snag free and is built using synthetic suede for durability. The Fixed Gear London LifeAct shoe will come in three colourways and will be available from January 2009.

NEW DISTRO

London's Brick Lane Bikes have been appointed as European distributors for Phil Wood and Affinity and will be bringing even more quality parts to these shores soon. Check out their site at www.bricklanebikes.com for more info.

BLING BLING...

Planet X Warehouse just go a new shipment of Kenichi-san's Metallico Tsuchinoko-bar: aka the dildo bar, straight out of Osaka. The bars come in sizes from 32cm to 50cm and are mirror polished Araya steel tubing from the new school of traditional craftsmanship. Planet X also offer carbon track frames at a price you won't believe – check out this one that our friend Craig Nasty is putting together and once you've decide you want one, go to www.planet-x-warehouse.co.uk and swoop.



Fixed

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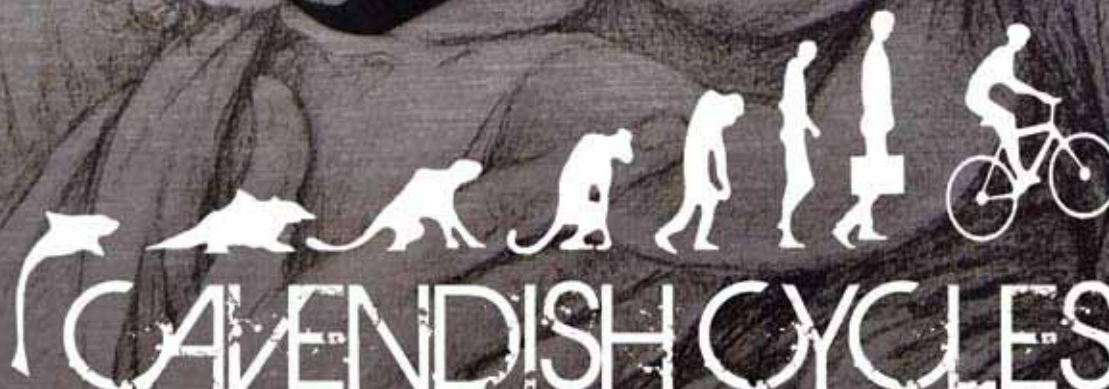
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HERE
TOM AND TONY ENJOYING THE BIKE
FILM FESTIVAL AFTER PARTY
PHOTO: JOSE MARTINEZ

TONY & TOM

*Riding buddies talk about
their friendship*

**TONY FAST AND TOM LAMARCHE
HAVE BECOME INTERNET-FAMOUS
FOR THEIR PROGRESSIVE RIDING
STYLES THAT SEEM TO FEED OFF
ONE ANOTHER - WE CAUGHT UP
WITH THEM TO SEE WHAT MAKES
THEM CLICK**

TONY ON TONY

Finding another person who is willing to wreck their track bike at a cement skate park is always a shock, but from the first time I met Tony – sweaty and anxious to ride the concrete waves at FDR – he has been determined to push himself. I have seen him conquer obstacles that would take the average rider out for good. Whether it's losing his teeth, almost fracturing his ankle, or falling every time we go out, he gets back on time after time. Who would have thought that a Drexel student going for his Engineering PhD would be riding bikes that don't stop and playing hooky from work? Its always good times when we ride – we inspire each other to push our limits and create new things. Tony is like a brother to me. Everyone misses you here back in the States – keep holding on in India, we'll be tearing up FDR when you come back! Don't lose your Jersey pride!

TONY ON TOM

Tom started out as a smart-ass little punk kid from some suburban high school that I met at FDR one day. Since then, he has grown to be one of my best friends and my favourite person to ride with because his energy is so infectious. Watching him crush a spot without stopping makes me want to go off, too. His consistency and confidence shows through in his riding as he continues to push me to do things I think I can't – and moreover, what can be done on fixed gear bikes. Whenever we get together to ride it is all smiles and mayhem, whether it be some close calls riding through traffic or sessioning a spot. We feed off of each other really well and will continue to do so once I get back in a few months. World famous!

www.bootlegsessions.net



TOM LAMARCHE



TONY FAST

WHAT'S YOURS CALLED?

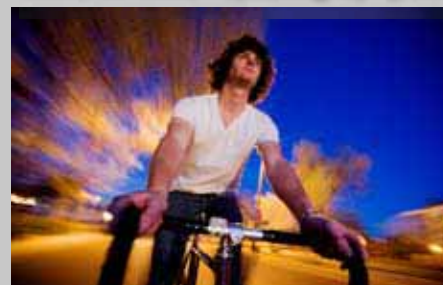
Over the last few years most major cities around the globe have seen a tenfold increase in the amount of track bikes on the streets. To celebrate this rise, I decided to document just a selection of track bike headbadges that I found in my city of London during a single 24 hour period. What I've found beautiful about the headbadge is how it encompassed the craftsmanship that went into building that particular frame – they have also reminded me of the figureheads you'd see on the bow of wooden sailing ships that gave an identity and crowned the finished masterpiece.

Words & photos by Conrad Johnson



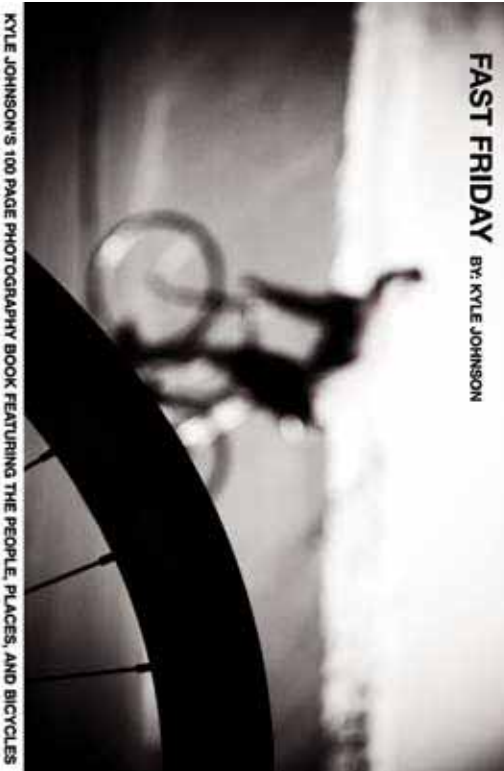
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NORA ORHA HOLDS IT
DOWN AT THE EX AREA
MOTTA SKATEPARK

Into Milan

Words & Photos by:
Andrea Schiliro

**FORGET THE FASHION HOUSES OF PRADA
AND THE REST OF THAT STUFF, THE
ITALIAN CITY OF MILAN IS BLOWING
UP IN THE TRACK BIKE WORLD, TOO.**

In the north of Italy lies one of the most famous cities in Europe – Milan. Home of most of the country – and hence the world’s – premiere fashion labels, two of the world’s best soccer teams (AC Milan and Internazionale) and now a growing track bike scene. There’s nothing like local knowledge, so we hooked up with Andrea Schilero, a Milanese local, and asked him to show us round his favourite spots in the city,

CENTRAL STATION



This is one of the main spots in Milan, everybody knows it as its also a well-established skate spot,

with a few steps and curbs around the edge and a nice flat central area. People like to ride here because its pretty big and with different heights of the curbs, you can play around with 'em. Right in front of the station, just behind one of the highest Milanese skyscrapers, is also maybe the nastiest rideable bank on a fixed gear bike in the city. It's around 60°, really steep, but luckily its quite wide. You have to be careful of all the junkies in the area, though. It's a station, what do you expect!

LAMBRO SKATEPARK

Located in the Lambro public park in the north-east of the city, this was built five or six years ago and was one of the first concrete skateparks here. We started to ride it when it still had planks on the copings, and now a few riders go there with their track bikes. Milan still does not have a big trick scene, so its not overly popular.

EX AREA MOTTA SKATEPARK

This is the newest skatepark in Milan, it's a bit more central but its still closed to bikes so every time we ride there, we have to jump a fence and hope the police don't come! The place is much smaller than the Lambro park, with faster curves, quick lines and a semi-

cradle which is pretty fun to ride – and also pretty scary because the transitions are quite tiny for 700c wheels! There is also a little street area with a curved quarter and a small box. Its located on a corner between Viale Corsica and Corso 22 Marzo.

PIOLA BANK

Also another old school skate spot, a bank to wall between two walls. No one has managed to get onto the wall with a fixed gear yet, because there's a pretty small gap and to get the speed you need to bunnyhop over the pavement and through some trees! Sketchy... There is another bank next to this which is the same, but with a curb in front so you have to bunnyhop over it and land on the bank, so it's pretty tech. It's in the East part of town, near the Piola subway station.

LAMPUGNANO BANKS



For me, these are the nicest banks in the city! They are located just in front of the Lampugnano subway station and

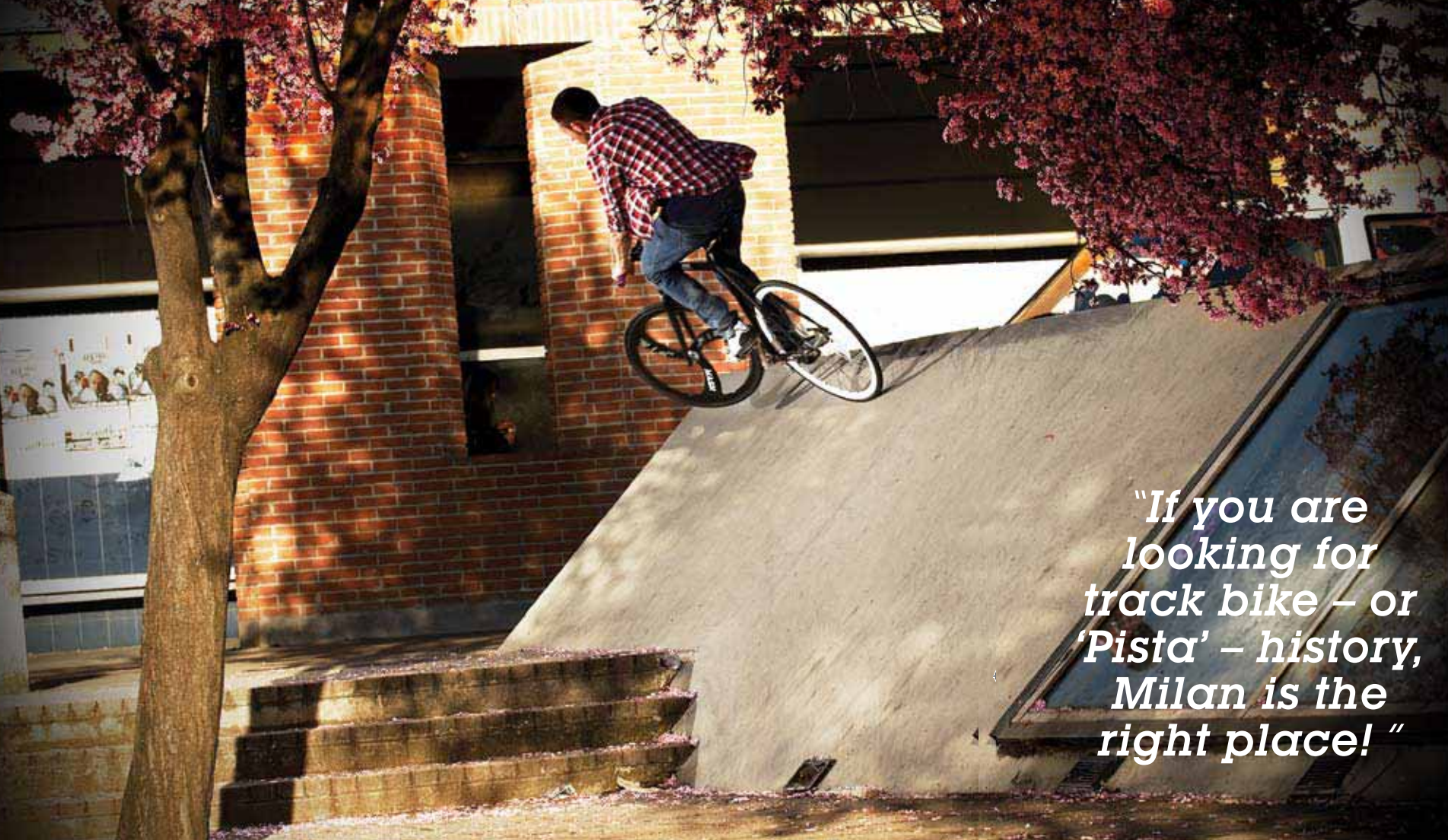
they are steep enough to be a challenge, with both backside and frontside approaches and each time you hit it you have to ride up or down three stairs! In the middle part of the bank there are some useless windows which you cannot ride. On the other side of this is another bank connected like a spine but made of bricks and also rideable. It's a car park, so there are usually cars in the way and it's pretty impossible to ride unless you get suuuuper lucky! You could also use it as a spine transfer, but we haven't tried that yet.

EX AREA POZZI

This is just a white flat concrete circle in a park, which is super cool to try out all your flat tricks and learn skids without destroying a tyre a day. It's quite a long way from the city centre but easy to find, just go head to Corsico in the south west of the city on the Naviglio Grande canal cycle path and you will find it on your right hand side.



"...every time we ride there, we have to jump a fence and hope the police don't come!"



"If you are looking for track bike – or 'Pista' – history, Milan is the right place!"

COLONNE DI SAN LORENZO

Another kinda flat area, but this time its pretty central. It's also a spot to go to meet people in the evening, lets say the "alternative" spot where you can chill and if is not too busy also play with some flat tricks. This is usually the starting point for Alleycats and is in the South Central area of the city.

WHERE TO EAT

We are in Italy so every pizzeria or restaurant is good! But for my own personal recommendations, read on...

In the south part of the city near my house is a place called "Solo Pizza" on Alzaia Naviglio Pavese 6. They make real Napolitan pizza, which is super good and they are super

friendly as well. We always go after an alleycat, and they're happy to see us, even if there are 50 people! They are pretty easy going guys. 10 will buy a pizza and coke and they have a special fried smoked mozzarella cheese which is AWESOME!

Another great place is in Via G.G. Mora 9, called "Crota Piemunteisa" near the Colonne di San Lorenzo. It's a pretty rough area where two nice guys, Sandro and Laura, serve super cheap home made Italian food – a starter is around 3 and a main course is a little over 4! We go there a lot for lunch because it's the best and cheapest place to eat in the area.

Then there is "Giulio Pane e Ojo", a typical Roman restaurant in the centre of Milan...

Naturally, the food is home made and the dishes are pretty big. For 15 you can get a starter, a drink and maybe something more. It's located on Via Ludovico Muratori 10, near the Porta Romana area. If you go, you have to check out another place called "Tonnarelli Caccio e Pepe", which features classic food from Rome – I'm biased because I'm a Roman kid living in Milan, but its good, I promise!

WHERE TO DRINK

I'm straight edge, so I don't hang out in bars, but there are lots of places to have drinks, especially around the south area in Corso di Porta Ticinese and Colonne di San Lorenzo. There is also a little pub called "Guore" in Via G.G. Mora 3 where the guys I ride with go. Unfortunately, drinking in Milan is a pretty

TAKING THE QUICK ROUTE UP THE STAIRS

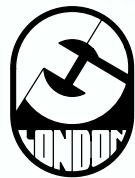
expensive business, around 5 for a beer and more for a mixed drink, but if you go to a bar between 7pm and 9pm you can do the "aperitivo" which is pretty common here where you pay around 6-8 to get a drink and also a big buffet where you can eat as much as you like! One good place is called "La Hora Feliz" and is in Via San Vito 5.

BIKE SHOPS

Italians love cycling, so there are a lot of bikes shops here, but most of them only care about road and mountain bikes. If you are looking for track bike – or 'Pista' – history, Milan is the right place! To start with, have a look of the Vigorelli velodrome (where do you think all the bikes named 'Vigorelli' got their name from?). The Vigorelli has a wooden surface and 42° steep banks, so it's a beautiful work of art. Unfortunately, it's been abandoned for more than 20 years, and is in a state of decay, but underneath the track is the workshop of one of the most respected frame builders in Italy – I guess you will have heard the name "Masi" and inside his small workshop you can really smell the old school! The other interesting place here is the workshop of Vanni Pettenella, a track racer who won the 1964 Olympics in Tokyo. The place is magic, he still has stuff from 30 years ago (which has probably been lying in the same place all that time). The workshop is a total mess, but the smell of bicycles is everywhere. It's the total opposite to the Masi workshop which is maniacally ordered (tools arranged on the table in size order) but it's just as special.

If you get the chance to come and check out Milan, you really should. There's a huge amount of Pista history here, and an exciting emerging track bike scene, so make sure you put the city on your 'must visit' list – you'll be glad that you did!

Our riders...



SHORT CUTS

Words by: *Odge Wong*



SOME SAY LIFE IS A JOURNEY AND THERE ARE NO SHORT CUTS, BUT AS PAULO COELHO DESCRIBES IT – “LIFE IS ONE BIG BICYCLE RACE”

In 1903, Maurice Garin became the first ever winner of the Tour de France. While he should be remembered for that feat alone, he has perhaps become more famous for his disqualification from the following year's race, when he and three other riders were caught hanging on to cars, taking short cuts and even catching a train during the stages. We all want to get to where we're going as fast as possible, and while it's hardly the Tour, the daily ride today can be just as competitive.

What is important to the everyday cyclist? Interaction with traffic, going fast or slow, pleasant scenery or just covering the shortest distance. All these factors are directly related to each other, but sometimes with inverse results – the shortest distance may not necessarily get you to your destination in the fastest time. The best thing is not only knowing your route well, but to consider other routes as circumstances demand. The destination, the journey, the route are personal to each and every rider. The bikes we ride and the way we ride them are all different, but one factor remains the same – the streets.

Cyclists have the upper hand in sense that we live between motorised vehicles and pedestrians. We are able to move with freedom, yet are not confined

inside a machine, therefore we can move quickly allowing us to explore short cuts not accessible by man or machine.

It's nice to know that local governments are trying to get behind cyclists, “you're better off by bike” says the government body Transport for London and its evident with the ever expanding cycle networks appearing in cities around the world. Cycle paths are supposed to make journeys safer and provide thoroughfares away from the traffic and while there's plenty of arguments around how useful they actually are, it's a step in the right direction. While some of us stick to main roads, or familiar routes to get to where we want to go, the exploration of new routes are essential to quicker journeys.

If you know your lines and shortcuts, your journey can be so much more fulfilling. Don't be afraid of getting lost, an unfamiliar turn can lead to a new route that you never knew existed. So get out into the city, use your A-Z's or Google Maps, go discover and ride.



ALL PHOTOS
BEN BROOMFIELD



IN DA SLAMA WIT, MACA- ERAMA

The most anticipated
track bike movie of the
year is here...

PHOTO: JEFF LUGER

**BURD PHILLIPS CAUGHT UP WITH
MACAFRAMA CREATORS COLBY
ELRICK & COLIN ARLEN TO TALK
ABOUT THE PRODUCTION.**

I first met the guys from Macaframa in July of 2007 when we all converged in Seattle for the monthly Cadence Fast Friday event. After riding around with them for a few hours one day, we stopped at a restaurant to get some grub. I had to use the facilities, as did Colby Elrick, who along with Colin Arlen provides the driving force behind Macaframa Productions. I got to the restroom first, but the light was off and I couldn't see a damn thing. Even with the door open, it was so dark in there that I couldn't find the light switch. After a minute or so of groping the wall with no luck, I went back out and told Colby that I couldn't take a piss in pitch blackness. Without saying a word, he pushed past me, flipped his cell phone open, and immediately located the switch using the glow from the LCD screen. He then shut the door in my face. It was at that moment that I realized two things... I was pretty much a dumbass, and these Macaframa dudes had some serious street smarts. *By Burd Phillips*

I HAVE TO SAY THAT YOU AND COLIN SEEMED TO HAVE VERY DIFFERENT PERSONALITIES. YOU STRUCK ME AS PRETTY RESERVED AND MAYBE EVEN A LITTLE GRIM, WHEREAS COLIN IS ALMOST IMPOSSIBLY LAID BACK AND HAD A PERPETUAL SMILE ON HIS FACE. HOW DID YOU GUYS GET TO BE FRIENDS, AND HOW DID YOU START WORKING ON MACAFRAMA?

Colby: I met Colin about seven years ago while out skating, and we've been friends ever since. Four years after our friendship began, we decided to mess around on our track bikes and made a small video for our own entertainment. A few months later we posted it on YouTube to see what kind of reaction it would get from the track bike community. Surprisingly, we had over 5,000 views within the first day. After that, we discussed the possibility of a full-length film and decided to give it a go.



PHOTOS: KYLE JOHNSON



Unfortunately, we had some camera trouble and were unable to film for some time. Luckily, we managed to fix it right before we headed up to Seattle and during our three-day trip, we shot a ton of footage and put together a short video for our Seattle friends to watch entitled "Steady Scraping." It landed in the Bicycle Film Festival two months later, and from that point on we knew we were on our way to creating what is now Macaframa.

OK, LET'S TALK ABOUT SEATTLE FOR A SEC... I'M FROM INDY, WHICH IS RIDICULOUSLY FLAT, AND WHEN I WENT OUT THERE I HONESTLY WASN'T EXPECTING THE HILLS TO BE SO BRUTAL. THEY NEARLY KILLED ME, NO JOKE. YOU ALWAYS HEAR ABOUT THE HILLS IN SF, BUT HOW DO THEY COMPARE TO SEATTLE? AND BE HONEST, DON'T OVER-HYPE SF JUST BECAUSE YOU'RE FROM THERE!

Colby: Yeah I agree, I thought Seattle would be as flat as could be. When we were driving into the city I didn't even notice the hills at first due to Colin's snoring and Jason blowing his ear drums out with his iPod. We met up with Keo and had to climb up a ton of little hills until we met up with everyone else. From there on out the hills got a little big, but nothing that was big enough to make you think twice about bombing it. Realistically, Seattle hills are nothing compared to SF and that's not hometown pride talking either; it's the sheer geography of SF is the proof of that statement. There are a ton of hills here that have steps to climb them, so if that doesn't explain to you then I don't know what will. We recently filmed Josh "Big Red" Hayes bombing one hill that is so butt-puckeringly gnarly, my car stalls out when driving up it and it's an automatic! Be ready for him! And be ready for sucka-free hills!

AFTER WATCHING THE MACAMERCIALS THAT YOU'VE POSTED ONLINE, IT'S OBVIOUS THAT YOU GUYS ARE VERY CONSCIOUS OF HOW THIS THING IS BEING FILMED. IT ALMOST SEEMS AS THOUGH YOU'RE FOCUSING ON THE LOCATIONS, ON THE CITY ITSELF, AND THEN SOME KILLER BIKE STUFF RANDOMLY GOES DOWN RIGHT WHERE THE CAMERA HAPPENS TO BE POINTING. IS THAT PART OF THE THEME OF THIS PROJECT?



PHOTOS: THIS PAGE AND LEFT PAGE
JEFF LUGER



"WE PLAN ALL OF OUR SHOTS FOR THE MOST PART; WE KNOW THE LOCATION WE WANT A CERTAIN PERSON TO RIDE, WE KNOW WHAT ANGLE AND THE STYLE IN WHICH TO SHOOT IT."

Colby: Well, I wouldn't go as far as to say it's a theme. It's just our style of filming. We do our best to have a beautiful backdrop if possible. It's more visually appealing when you have interesting things in the background while someone is crushing a hill or something. We plan all of our shots for the most part; we know the location we want a certain person to ride, we know what angle and the style in which to shoot it. That's not to say we don't get some random shots that weren't planned that end up turning out amazing. J-Mag's wheelie through the duder doing a burnout on his motorcycle shows that. We're just trying to make every shot in the film the best we can so you can truly see how the bike and the rider interact and the style that they have. It's all about the steez, mang.

SPEAKING OF PLANNING OUT SHOTS, WHO'S IDEA WAS IT TO START USING A CAMERA DOLLY?

Colby: Ha ha, the dolly! I'm pretty sure it was my idea, but Colin and I have known about dolly shots for a long time. We were filming at this really smooth spot and I filmed some tricks with Phil using my filming skateboard which gives a similar effect and when we watched the footage we knew that was something our film needed! The next week my dad and I built one and it has been amazing! We didn't bite Ty Evan's steez, we bit the film industry's technique. Dollies are a very common thing in films. They just look different when used at a low angle. I do love Fully Flared though! Ty's filming is extremely inspiring.

I HAVE TO ASK ABOUT YOUR TIMELINE... IT SEEMS TO US OUTSIDERS THAT IT'S TAKING YOU GUYS FOREVER TO FINISH THE VID, BUT THAT'S BECAUSE WE'RE HYPED TO SEE THE FINISHED PRODUCT. DOES IT SEEM LIKE IT'S TAKING A LONG TIME TO YOU GUYS AS WELL? YOU MENTIONED FULLY FLARED... THAT THING TOOK FOUR YEARS TO MAKE, SO BY COMPARISON YOU GUYS HAVEN'T BEEN FILMING FOR THAT LONG. YOU MUST HAVE A TON OF FOOTAGE BY NOW, ARE YOU STILL GOING TO BE ABLE TO USE THE OLDER STUFF?



PHOTOS: JEFF LUGER



Colby: The timeline isn't too far off from our original date. We didn't actually start filming until around September of last year, so it hasn't been that long for us to make an hour long film. We've scrapped a lot of the older footage. Most of it is still great, but if it doesn't meet out standards then it gets cut. Colin and I are pretty picky, so each clip in the film has to be good. We have tricks, but we also have riding footage that eats up time.

GIVE ME SOME PERCENTAGES HERE... HOW MUCH OF THE FILM WILL BE HIGH-SPEED RIDING AND BOMBING VS. TRICKS AND JUST GENERALLY SMOOTHING IT OUT IN THE CITY?

Colby: Well, each person's part is different obviously, but overall I'd say it's pretty evenly balanced. Every part has a ton of steez, that's for sure! We are going for crushing in all aspects.



THERE WAS A HOT RUMOR GOING AROUND AWHILE AGO THAT YOU GUYS WERE GOING TO HAVE A PART FEATURING THE LEGENDARY JOHN CARDIEL, WHO IS PRETTY BIG INTO FIXED GEAR NOW. IS THAT TRUE? OR IS THIS ONE OF THOSE "IF I TOLD YOU THEN COLIN WOULD HAVE TO KILL YOU" THINGS?

Colby: Ha ha, really? That was really a rumor going around? Well, I don't want to spoil it for everyone so you will just have to wait and see!

BAH! THE DREADED NON-ANSWER! I HAD TO AT LEAST TRY. LAST QUESTION THEN... COLIN SEEMS TO GET MORE FACE TIME THAN YOU. FOR EXAMPLE, ON THE COVER OF THE MOST RECENT "BICYCLE BIBLE" MAGAZINE FROM JAPAN, COLIN IS IN THE FOREGROUND DOING A POP-UP WHILE THE REST OF THE CREW IS SITTING IN THE BACKGROUND WATCHING HIM. DID HE GET A BIG HEAD AFTER THAT? HAS HE STARTED DOING COKE AND GOING CLUBBING WITH HOLLYWOOD CELEBUTANTS? DO YOU EVER HAVE TO SMACK HIM AROUND, STICK HIS HEAD IN THE TOILET TO SOBER HIM UP, AND TELL HIM THAT IF HE DOESN'T GET STRAIGHT HE'S GONNA FLAME OUT BEFORE THE DVD IS DONE?

Colby: Wow, I guess that turned into a rumor too! But in all honesty, everything you just spoke of is completely true, and yes he does get more face time because he is madly in love with himself, just ask Nate. I am trying my best to have him ready for the premiere, but unfortunately the swirlies aren't working yet. I will keep trying for sure though...

SO COLBY BASICALLY JUST TOLD ME THAT YOU'RE A BIG PRIMA DONNA PUBLICITY WHORE, AND THAT THE ONLY REASON YOU'RE DOING THE MACAFRAMA PROJECT IS SO YOU CAN PULL CHICKS. HOW DOES THAT MAKE YOU FEEL?

Colin: I would have to say Colby's assertion is mostly accurate. It's worked so far, but for some reason the girls don't really seem that into the project. I guess I'm just not one for bike chicks. So in conclusion, my initial false inclinations and reasoning for getting into this project led me to what I had wanted, but then shortly after I realised creating a whole facade of an art bike film was completely unnecessary if I just acted like myself.

ACT LIKE YOURSELF? SCREW THAT! I PERSONALLY RIDE BIKES SO I CAN ACT LIKE KEVIN BACON. THAT'S ANOTHER STORY THOUGH. SO WHO DOES THE BULK OF THE ACTUAL CAMERA WORK BETWEEN YOU AND COLBY? AND IS ANYONE ELSE IN THE CREW EVEN ALLOWED TO TOUCH THE PANASONIC HVX-200?

Colin: I film a lot of the time, sometimes by myself when Colby isn't in town, but we do share fairly equal camera work between use of the tripod and dolly setups. I film almost all of the car footage because Colby is an O.G. street racer and can make crazy lines through traffic that I just don't have the confidence or skill to do. We work really well as a team, and a lot of creativity comes out of our shooting as a unit. No one else touches the camera.

STEVE, PHILL, AND RAINIER WERE ALL WITH YOU GUYS IN SEATTLE. PHIL WAS REALLY CHILL AND VERY SMOOTH ON HIS BIKE, EVERY TIME I SAW STEVE HE WAS BLEEDING, AND I DON'T THINK RAINIER SAID TWO WORDS TO ME. WHERE DID YOU MEET THOSE GUYS, AND HOW DID YOU ALL END UP WORKING TOGETHER?

Colin: Phill was our friend Jordane's brother and we had always heard talk of him, how he was really dedicated to riding and really into track bikes and whatnot. Then one night, Colby met him at the island not knowing he was Jordane's brother and just sort of inducted him into the crew. He was pulling nice smooth skids even from the beginning and has gotten so much better. Phill is one of the best riders in San Francisco and has an impeccable style to go with his speed. Rainier is a very quiet kid unless you really get to know him. He's like a big teddy bear with looks that kill, but really he's kind of a big weenie. I think I met Rainier at SF State in the square where everyone and their brother with a track bike would lock up. Steve is just an animal. We all became friends through our tough riding and racing together, and I guess we just party a lot together. Except for Steve, he's too old.

YOU KNOW, WHEN I SAW YOU RIDE AT FAST FRIDAY, YOU WERE PULLING SOME GOOD STUFF, AND YOU WON THE TRACKSTAND TWISTER COMP, SO I KNEW YOU HAD SOME SKILLS. BUT I'LL BE HONEST, I WASN'T REALLY BLOWN AWAY



BY ANYTHING YOU DID. THEN LIKE A MONTH LATER YOU GUYS PUT OUT A SHORT CLIP OF YOU DOING ALL THIS CRAZY STUFF, THAT FLOORED ME. I PROGRESSED A TON IN THE FOLLOWING WEEKS, WAS IT THE SAME FOR YOU?

Colin: That was kind of a weird trip. We went there thinking we knew a lot about filming and riding, but a lot of us started stepping up our riding and tricks. I go through phases on my bike. I get motivated in different ways to either ride hard and fast or mess around learning tricks. I feel that a lot of riders in San Francisco go through these phases or just don't do tricks. There is less focus on pulling a whirly bird than there is on how smooth or fast you can ride around this place, up and down any hill at any time. It has a weird effect on me as a rider and a filmmaker, and through the process of making this movie my attitude towards track bikes – the culture and riding – has shifted dramatically. It has sort of spawned a film from within this experiment that has far surpassed my original vision of the project.



PHOTOS: THIS PAGE KYLE JOHNSON
LEFT PAGE JEFF LUGER



PHOTO: KYLE JOHNSON

"MY ONLY WISH IS THAT PEOPLE CAN RESPECT ALL SORTS OF RIDING STYLES AND CONTINUE TO DO THEIR OWN THING AND STAY CREATIVE AND PERSISTENT WHILE BRINGING TRACK BIKES INTO A POSITIVE LIGHT."

PEOPLE ASK ME THIS QUESTION A LOT, AND I NEVER KNOW HOW TO ANSWER IT, SO I'M GOING TO ASK YOU JUST TO BE A PAIN IN THE ASS. WHERE DO YOU THINK ALL OF THIS STUFF IS GOING?

Colin: I really don't know. It's kind of its own thing, like a subculture splitting off into its own subculture. I see it going in a BMX direction, which upsets me a little because these bikes were meant to go fast, and living in San Francisco we don't have that kind of stimulus in our bike culture to push it in that direction. I respect the tricks that are being done, but I definitely think terrain and environment are directly connected with how people are riding. When there aren't hills to bomb in a suburban city there is going to be a different pressure on bikers to do unique different things on their bikes to improve themselves and the culture in general. BMX has such an impact on track bikes nowadays that it's hard to see it going any other way. I don't think anybody in SF is going to adopt that style of riding which I think is good because it diversifies the sport and the art of riding a track bike. My only wish is that people can respect all sorts of riding styles and continue to do their own thing and stay creative and persistent while bringing track bikes into a positive light. I don't want us to just be referred to as a bunch of fixed gear hipsters riding their fashion accessories. It will take a lot of effort by the whole community to create a subculture as "cool" as skateboarding, and I hope Macaframa has a positive impact on the track bike culture.

Check out www.macaframaproductions.com for more info about the Macaframa project and crew



GUS



JORDAN



MIKEY



OSCAR

THE KIDS ARE ALRIGHT

THE FUTURE IS COMING, AND
IT'S NOT EVEN OLD ENOUGH
TO BUY CIGARETTES.

WORDS BY:
ANDY ELLIS

LEFT TO RIGHT
GUS, JORDAN, MIKEY AND OSCAR
— THE FUTURE SOUND OF LONDON
PHOTO: GREG FALSKI

It's fair to say that most people who ride are in their 20's and 30's – there are a bunch of older road dudes who ride fixed gear in the winter, but what has really been missing in the explosion of track bike culture is the youth. Until now. At the Fixed Mag launch party in June, we ran a bunch of tricks competitions and some young kid won the track-stand on a borrowed bike. We had heard rumours of young London skaters who rode fixed, but we had no idea where we might find them. Eventually we learned they all skated at Canteloves skatepark, and the next thing you know we were there trying to find them. We succeeded. I met Mike first. He built his bike himself and rode it everywhere – these kids are serious. Since then, the whole group have become regulars at the Fixedgearlondon HQ, which is amazing because they bring a fresh take on what we have been into for a long time. I consider them to be an integral part of FGLDN because they bring more fun to the fun we are having! Of course, being so young, they do have the time to have fun, which is mildly annoying sometimes.

The first time I went out riding with these guys I got scared – they ride like crazy, through the tightest gaps imaginable whilst shouting at each other about god knows what! Were we like that in the beginning? Hell yes! But it was just me and SuperTed, while they have ten other people to ride with on a quite night – and 20 on a busy one.

With the exception of Jordan, Oscar, Mike and now Gus (after his crash) have all changed up their bikes so they can get the most out riding. SuperTed changed their dropouts to track ends and tweaked the geometry slightly on all three bikes. From the way he rides, I think Oscar will need a new bike – or at least a set of wheels – every couple of weeks!

I want to welcome The Kids to Fixedgearlondon officially and also say thanks for hanging around so much this summer. I hope they hang around and ride with us a lot more in the future – Andy

NAME: Gus Mallett

AGE: 15

WHAT GOT YOU INTO RIDING FIXED?

A couple of my skater friends, Oscar and Mike started riding fixed. At first I didn't get it but then I was offered a go I couldn't resist. That's when I decided I had to get my own.

WHAT DO YOU LIKE ABOUT RIDING FIXED?

I love the way it forces you to be into the next level of concentration, to zone out and forget your troubles. But most of all I love the confused expression I see everyday on other bicycle commuter's faces when I'm riding around.

DESCRIBE YOUR BIKE IN TEN WORDS?

Tiny, shiny, purple, cheap, skinny, tough, no bend, unsensible, A-to-B, shimmy?

MIKE ON GUS

Gus is a good guy to be around, whether it is on a board, a bike or when you're just messing around. He always seems to make friends with people he meets, making it doubly impressive that he's sick on a fixed gear. He is someone you can tell really enjoys riding, and he's got real enthusiasm for it, so he's always up for a major trek. Gus has got a sick style too, and it's fun to watch him sketching down a big hill or some long straight; busting it out all over the road and slipping through traffic. Recently he had a bit of a crash, annihilating his bike, but thankfully he's back up and rolling; an essential part of the team. Hop on the bus, Gus!



GUS

ABOVE
A BARSPIN ON CHELSEA BRIDGE WITH
THE DECAYING BULK OF BATTERSEA
POWER STATION LOOKING ON

PHOTO: GREG FALSKI



JORDAN THREADS THE NEEDLE AT
HIGH SPEED
PHOTO: NATHANGALLAGHER.COM



OSCAR AVOIDS THE TOURISTS TO HIT
UP THIS FOUR SET
PHOTO: JORDAN BUCK

NAME: Jordan Buck

AGE: 19

WHAT GOT YOU INTO RIDING FIXED?

All my friends at my old job were riding fixed, Andy, Steve, Conrad, Laurent, it seemed like fun and a new challenge. It also offered the same kind of thrill as skateboarding!

WHAT DO YOU LIKE ABOUT RIDING FIXED?

The feeling after a good ride. Riding fixed to me is just like skateboarding, go out, fuck about, do some dangerous stuff, then get home and get stoked about all the things you just did! It's also cheaper than the tube.

DESCRIBE YOUR BIKE IN TEN WORDS?

Hipster, fucked seat, hipster, bent, sparkly, hipster, fast, Vivalo, transport, fun!

OSCAR ON JORDAN

I ride with Jordan because its fun and nothing else. He is easily the fastest rider I know and the only one that thinks the same way as me on the road. Although on first sight Jordan is the typical poser/hipster complete with full NJS bike, his effortless style and creativity on a fixed gear bike is undeniable. In essence Jordan is the only rider I know who, with nothing more than a glance, is willing to ride at 3am in the morning on a rainy Essex night to try to pull some girls, then try to convince me to ride another 50 miles to Watford and still ride the next day.

JORDAN



NAME: Oscar Khan

AGE: 15

WHAT GOT YOU INTO RIDING FIXED?

Seeing the speed that I could go.

WHAT DO YOU LIKE ABOUT RIDING FIXED?

It's skateboarding... but fast!

DESCRIBE YOUR BIKE IN TEN WORDS?

Fuck this question, I'm going to ride my bike now!

JORDAN ON OSCAR

Riding with Oscar is always an adventure: one minute you'll be slowly coasting and talking about skateboarding or all the other shit we are into, the next minute pure silence, pushing as hard as we can trying to get in front of traffic, skidding and wheelieing all over the shop. I respect Oscar as a rider because at only 15 years old he is out every day pushing himself trying to get better and better and faster and faster. He pushes my own riding, we are both pretty competitive and through that when we ride we go faster and faster. Not to mention our regular trips to Essex (20 odd miles from London) which seem to take less and less time and less effort. I guess its simple, Oscar is young and loves to ride his bike, add some traffic and you have got some amazing day of riding!

SQUEEZING THE LAST FEW DAYS OF
SUMMER OUT IN THE PARK
PHOTO: GREG FALSKI



NAME

Mike Merkenschlager

AGE

16

WHAT GOT YOU INTO RIDING FIXED?

Contempt for public transport, and it looked like fun, too.

WHAT DO YOU LIKE ABOUT RIDING?

You're pretty much the fastest thing on the road, also it has similarities with skating; which is really how I got into riding fixed gear bikes. The connection between you and the bike, and the feeling of control you gain is just unlike anything else. It's also loads of fun.

DESCRIBE YOUR BIKE IN TEN WORDS OR LESS

Black, candy apple green with sparkles, bit of chrome DYR

GUS ON MIKE

MikeyMerk is the sensible one... He always knows what to do and also when to leave it. He seems like a sensitive soul, but deep down inside there is an evil moto giggling every time you mess up! He is half the reason I ride. Apart from him posting embarrassing photos of me on londonfgss.com, he is my favourite person to ride with, the best of both worlds. He is a nice guy to ride with socially, but is competitive too. His style on a bike is very varied, whether we are rushing to get somewhere or riding side by side having a conversation or trying to out bunny hop each other. Mike is a good person to have around in heavy traffic, If he catches any drivers slip'in you best believe some windows are gonna get rolled down! Ride for life, MurkenBurger!!

MIKE

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Dustin Klein

On track bikes, Fast Friday
and Cadence clothing

DUSTIN AT THE LAST FAST FRIDAY
OF 2007
PHOTO: KYLE JOHNSON

“It’s more than just a form of transport”

Like all the most creative people, Dustin Klein doesn’t seem to be happy staying in the same place for too long, of stagnating or getting comfortable in his environment. But he’s no transient dreamer – he’s a doer, a person who makes things happen rather than just talking about it. Dustin can be credited with focussing the Seattle track bike scene through the Fast Friday event and establishing one of the first specific clothing companies, Cadence. *Questions by Ellie and Ian.*

WHAT IS YOUR DREAM JOB?

To create for a living.

HOW AND WHY DID CADENCE START?

I had the idea for Cadence long before I started it. As a messenger in 2000 I thought if there are clothing companies for skateboarding why can’t there be a clothing company for messengers and cyclists? – but I never acted on it. It wasn’t until three years later that I realised that if I wanted to be self-supported I had to figure out away to teach myself business. I figured I would try Cadence out as just a side project that I could have freedom to create and be forced to learn business. I was 23 and it just slowly grew and I started to take it more and more seriously.

DO YOU THINK COMING FROM A MESSENGER BACKGROUND WAS NECESSARY TO GET TO WHERE YOU ARE NOW?

I do. I believe that it offered me a chance to see how people could live so dedicated to the bicycle and their culture. Being a bike messenger for five years taught me how to see and live in this way.

IT SEEMS LIKE THE WORK YOU DO IS PRETTY MULTI-FACETED. HOW WOULD YOU DESCRIBE YOUR CURRENT OCCUPATION?

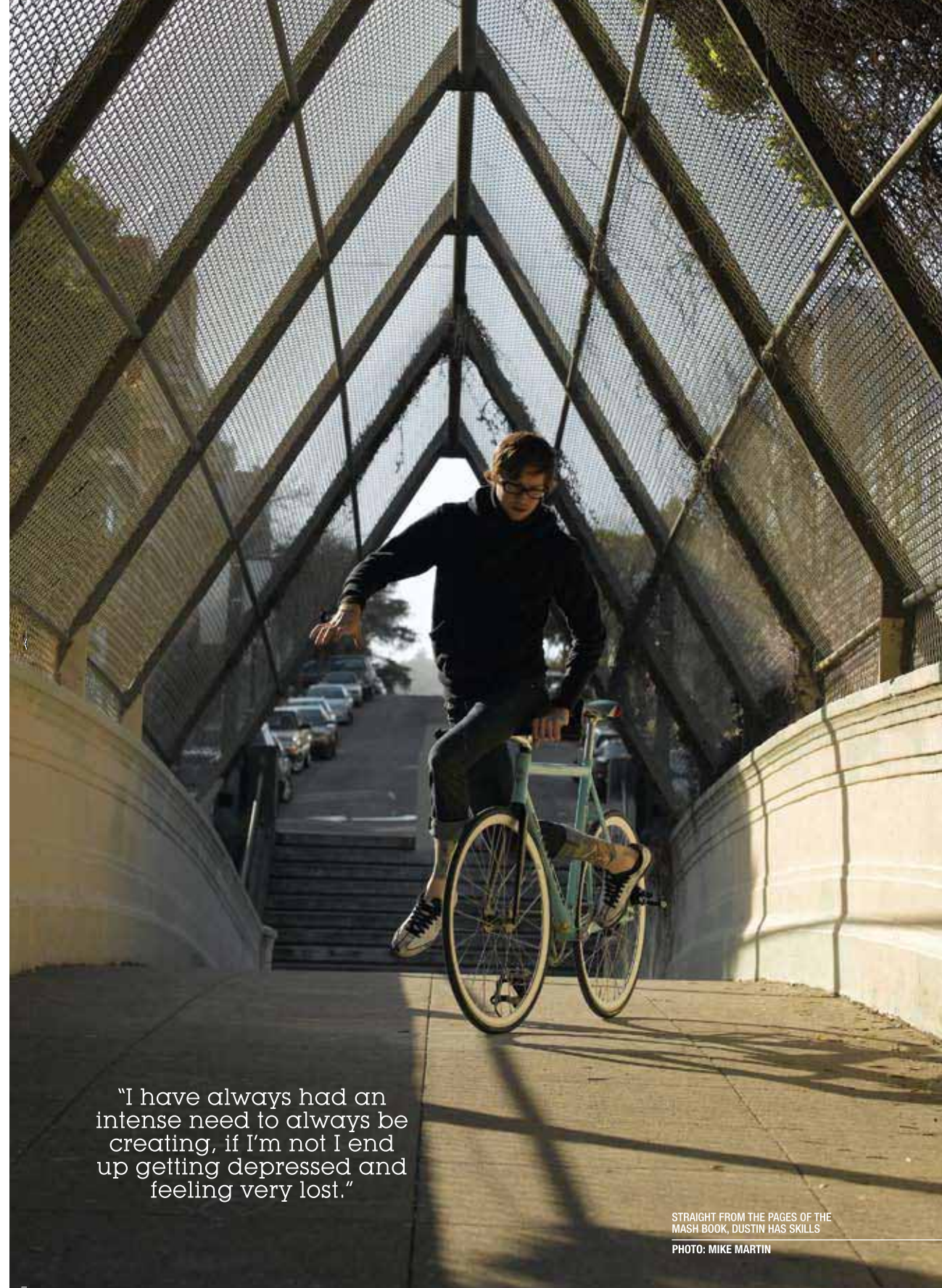
At Cadence I do everything, aside from some contract sewing and the sporadic intern help. This is how it is with small companies. I actually don’t mind doing so many different things. It keeps me from ever getting bored, yet the down side is at times I tend to get spread a bit thin with doing too many things at once.

WHAT IS YOUR MAJOR DRIVE?

I have always had an intense need to be creating, if I’m not I end up getting depressed and feeling very lost. Because of this drive within me I am always experimenting and come up with different things; photos, designs, paintings, anything and everything.

WHAT DIRECTION IS CADENCE GOING?

I see Cadence growing along with myself and changing along with my interests. It is open to be anything that I feel interested in, recently I have become more interested in creating pieces that are not clothing; like photo prints, a video project, and paintings. I see Cadence becoming more professional and cleaner over time.



“I have always had an intense need to always be creating, if I’m not I end up getting depressed and feeling very lost.”

STRAIGHT FROM THE PAGES OF THE
MASH BOOK, DUSTIN HAS SKILLS
PHOTO: MIKE MARTIN

YOU'RE SOMETHING OF A TRAVELLER – WHAT ARE THE PLACES THAT YOU'VE LIVED IN?

I was born and raised in Fargo, ND. Then in chronological order: Portland OR, Missoula MT, Sacramento CA, San Francisco CA, Seattle WA, currently Philadelphia PA. Moving is tough but the experience of having different lives in different places far outweighs momentary inconveniences.

AFTER LIVINGIN IN THE WEST OF THE US FOR SO LONG, WHY THE MOVE TO THE EAST COAST?

"When you're finished changing, you're finished." Benjamin Franklin

WHO ARE SOME OF THE PEOPLE THAT HAVE INFLUENCED YOU OVER THE YEARS?

Mike Giant, TJ Hernandez, Ellie Lum, Mike Martin, Barry McGee, Kelly Glazer (Mom), Gabe Morford, Jonathan Burkett.

WHO WOULD YOU LIKE TO MEET?

Hiroki Nakamura, Jun Takahashi

WHAT HAVE BEEN YOUR MAIN INFLUENCES?

Skateboarding, cycling, geometric shapes, experimentation. Influence changes constantly from day to day, location to location, book to book.

ARE YOU COMPETITIVE?

Not with other people.

WHAT ARE YOUR FAVOURITE MEDIUMS TO WORK IN?

Drawing, photography, painting, sewing, video.

WHAT'S UP WITH THE SKATEBOARD THAT CADENCE JUST PUT OUT?

It's roots! If it wasn't for skateboarding, Cadence would never have existed.

A LOT OF PEOPLE SAY THE TRACK BIKE CULTURE MIRRORS SKATEBOARDING. DO YOU AGREE?

Yes, I feel that track culture falls somewhere between skating and BMX. I'd like to encourage it to grow and learn from these two amazing cultures. I want to see people's skill levels continue to increase with a higher standard



for pulling tricks cleaner. The scene will go through a few growing pains before it 'finds itself' and we should all enjoy ourselves now while it's so DIY and still about having fun.

WHAT IS YOUR RELATIONSHIP TO BICYCLES?

Since 1999 I have made the conscious decision to live car-free and relish the political and individual effects of this. Once the motor vehicle is out of the equation, you start to base your life around the bicycle. To me this is beautiful and I love how it affects everything from where you choose to live, to the types of food you eat. To me, bicycles are a physical representation of freedom, and I live my life by it.

YOU HAVE DONE AND BEEN A PART OF SOME PRETTY INFLUENTIAL PROJECTS IN TRACK BIKE CULTURE, FROM MASH TO FAST FRIDAY & OF COURSE THE ONGOING PROJECT OF CADENCE. WHAT KEEPS YOU GOING?

I work hard on everything that I do, I see no other way to approach things. I am very passionate about things that I believe in and cycling is something that I care very deeply about. It is something that I have dedicated my life to and is apart of who I am. Not to mention that all those projects are all based around having fun!



WHAT'S UP WITH FAST FRIDAY? HOW DID THAT START OUT?

I saw a need to help create and bring together the track bike scene in Seattle. Fast Friday was a free monthly gathering with rotating events to help build skill levels and community. It was around for a little over a year.

WHAT'S IN THE FUTURE FOR THE PROJECT?

My buddy David Rowe created a movie about Fast Friday (fastfridaymovie.com) which has just been released, which has been a pretty big deal for both of us. As for Fast Friday itself, it stopped being a monthly event in February '08. I am still open to holding FF events, but only for special occasions – I would like to do more in other countries.

EVERYONE IS SO AMPED ABOUT THIS NEW EMERGING SCENE. WHAT DO YOU FIND THE MOST EXCITING ABOUT IT?

I am excited to be a part of it and be able to make a living through it. I do think that right now are the golden years, tricks don't have names, everyone is riding for fun and not for a sponsor, and it is still very DIY. This is exactly what happened with BMX and skateboarding, it will be interesting to see if this culture will follow in the foot steps of it's predecessors.

WHO WOULD YOU LIKE TO WORK WITH?

There are a few; US clothing label Nice Collective, Japanese clothing label Undercover, RVCA, and I am also very interested in the idea of doing a project with a skateboard company. There are several companies I would be open to. Not only would this would be exciting for me personally, but I feel (ideally) it would help break down some of the walls that people have built up about crossing between subcultures.

Check out Dustin's projects at www.cadencecollection.net and www.fastfridaymovie.com



"I am very passionate about things that I believe in and cycling is something that I care very deeply about. It is something that I have dedicated my life to and is a part of who I am."

POSTCARDS FROM TORONTO

The Cycle Messenger World Championships 2008, Toronto, Canada – by Buffalo Bill, photos by Andy Zalan

EVERY SUMMER SINCE 1993, THE BICYCLE MESSENGERS AND COURIERS OF NORTH AMERICA, EUROPE AND ASIA HAVE GATHERED IN A CITY TO CELEBRATE THE CYCLE MESSENGER WORLD CHAMPIONSHIPS (CMWC).

I could give a hundred reasons why the CMWC is so important, what makes it a truly special event, but the reason that I keep going back is that I know I will get to hang out with some very cool people.

For instance, the guy who took the pictures that accompany this article, Andy Zalan, one of D.C.'s best known and longest serving messengers. The guy has done as much as anyone to bring his community together and try to link it with others. Or Kevin 'Squid' Bolger, of N.Y.C., who is the most respected messenger in the world. By that I do not mean that he gets his face all over newspapers with this or that or the other statement pronouncing whatever nonsense is current as 'rad' or 'awesome'. I mean that the guy commands respect from his peers around the world. A guy who says things that are worth listening to, does stuff that is compelling. Or the Zurich crew, the innovators and clowns of the European messenger scene, who were the progenitors of the modern roller race scene, the hosts of the X-days of Zurich, an event centred around the 6 Day race in that city, and also had spawned messengerilla movement. The only time I see these people is at the CMWC.

But my biggest motive was the chance to see Andy Capp, a former London courier legend, and current SF messenger company co-owner, Erik Zo, a former S.F. messenger, now world-renowned for his messenger bags and Simon 'Horse' Firth, another London exenger, now master frame-builder at Bilenky Cycleworks in Philly – how could I pass up the opportunity to see all those guys? We hadn't all been in the same place since 1996 at the S.F. CMWC. And so Team Slug, dubbed 'Forty Something Fakengers' by Erik, was born.



Why is CMWC so important? I think that CMWC contributed directly to the epidemic of fixed-wheel fever that is sweeping the civilised cycling world. Before 1993, there were not any kind of alternative urban cycling events, unless you count Critical Mass, which had started in S.F. the year before (and to which wheel messengers contributed many spokes in the early rolling), and the Alleycat races which started in Toronto in 1989, again with the wholehearted support of the local messengers. Berlin was the first time that I saw a massive crowd of cyclists that looked like me – young and riding street bikes,

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smoking, drinking, racing, crashing and celebrating. I remember thinking that it was like being at a party with 400 friends you never knew you had. And it was through the coming together of all of these friends that the diseases of first Alleycats, fixie fun (skids, track-stands, backwards circles, foot-down and all the rest of the silliness), and even bicycle polo were spread throughout the known cycling world. And of course, it was through consistent exposure to the various fixie scenes, that no-front-brake-fixie became the badge of the messenger, and now if you are not on a no-front-brake-fixie, never

mind a fixie, at a messenger event, you are in a small minority. Which is ironic, because in 1993, in Berlin, those of us who were riding fixies were in a tiny minority amongst free-wheelers. There was me, Erik, a couple of guys from D.C., maybe two other guys from Boston, and a Berliner. Whisper it, but none of the New Yorkers were riding fixies at that first messenger champs.

But now, the top three males in the main race – Shino from Tokyo, Porno Steve from ZH and Jumbo from Copenhagen – were all riding fixies. And what of the bikes themselves? There were some



nice bikes there, but being of somewhat eccentric taste, the only one that really drew my attention was Erik Zo's short-haul cargo frame, which he was running fixed with a flip-flop, and rode to a 4th cargo bike world championship win. Sorry, bike geeks, for all I know, the entire Tokyo crew were probably riding 3Renshos with 100% NJS approved equipment, but I can't tell you.

I can tell you that the event took place on island in Lake Ontario, a 15 minute ferry ride away from downtown Toronto and the CN Tower. The island was green, but we were exposed to the elements, and when the 100km/h storm hit just as the final was finishing we were all but washed into the lake. Which is what happened to the results – but never mind. The first ever Hard Court Bicycle Polo World Champions were crowned, there were skids, there was a foot-down contest, one guy and his bike ended up in the lake and about 20 guys got naked. And a lot of beers were drunk, bikes crashed, friends greeted and lives celebrated. Vive le messenger! Vive le velo! Amandla a bantu I bisikili!



 cadence

CARNIVAL

Inside Tokyo's best-known track bike store

Words by: Jason Reid

It's fair to say that Carnival is Tokyo's most famous fixed gear bike shop – sure, there are others that are equally good, such as Punch and Tokyo Fixed Gear, but Carnival is the one that everybody knows. They're based in Jingumae, an area which is squeezed between the bright, brash iconic teen centre of Shibuya, and the heart of Tokyo's fashion scene, Harajuku.

The shop itself is located on the second floor above W-Base, another Tokyo bike store. Carnival are famous for sourcing and customising parts in colourways that no one else has. Expect to find Nitto and Sugino parts, rims, tyres and even MKS pedals – all in unique colours. They are also famous for sourcing extremely rare Campag and other European parts, too. And being so central, you'll find riders hanging around late in the evenings.

Their stock of frames tend to be a mix of both Keirin and rare European builds and is constantly changing, so it's a good idea to get in touch before visiting if you're looking for something in particular. Pricing reflects the exclusivity of what they sell. You could try and find the same stuff cheaper in stock models and colours, but why would you come all the way here to do that? As with most bike shops, you'll also find Carnival branded accessories, bags, hats and t-shirts.

Getting to Carnival is best done by visiting their site, and hitting up the Google map link. An understanding of how to use the Japanese Ku and Chome address system is a plus, but not essential. I found the easiest way was from Shibuya station. Head north towards Shinjuku up the Meiji Dori, until you see an overpass where the road splits. You want to take the small road that goes left parallel to the train line behind the Meiji Dori. A short walk up there, and you should see W-base. Enjoy!

<http://www.carnivaltokyo.com/>



Carnival
6-23-11 J-six-2F
Jingumae Shibuya-ku
Tokyo 150-0001

PHOTO: DAVID STYLEY

MARK SKULLS

Mark Skulls is a 28 year old New Zealander who currently lives and works in London, England. Mark's work is centred around the bicycle and in addition to having produced a range of T-shirts for Tokyo Fixed Gear, he ran an exhibition of his work before he left his homeland for the UK, which was both well attended and successful.



BRIEFLY DESCRIBE YOUR PROCESS – WHERE DO YOU GET YOUR INSPIRATION?

I usually stencil stuff with spray paint, either hand cut or cut with a vinyl cutter like a signwriter would. I draw and trace stuff on paper first and then transfer it to the computer. Lately I've just been doing illustrations so it's almost all on the computer. I'm not set up to paint here yet. Inspiration is easy, there's a million cool people doing cool stuff, I mostly look at graphic designers and illustrators, at the moment I like Mike Giant, Gunsho, Scrojo, French, old dudes like Jim Phillips and Ed Roth and co. I'm just learning, but those guys are good.

HOW LONG HAVE YOU BEEN PRODUCING ARTWORK?

I've always drawn but I never really thought about art much until I went to art school – I still don't think much about it to be honest. I think I'm more of a designer that makes stuff rather than an 'artist', but whatever.

WHAT'S YOUR FAVOURITE MEDIUM?

I like painting on steel at the moment. Feels more like mechanic's work.

WHY DID YOU MOVE TO THE UK FROM NZ?

For fun, and my girlfriend is here.

TELL US A BIT ABOUT THE SHOW YOU HAD IN NZ JUST BEFORE YOU MOVED

It was at Sideroom gallery in Auckland (www.sideroom.com) – some dudes I know set it up. I asked them if I could do a show before I left, and had a bunch of paintings and cause I was moving I set up a table with all my junk I wanted to get rid of as well – bike parts, clothes and stuff. Everyone came and got wasted, I played records and everyone was like 'yay, Mark's made stuff and now he's moving, yay!'



DO YOU HAVE ANY SHOWS SCHEDULED FOR HERE?

Not yet – I gotta produce some work first!

HOW LONG HAVE YOU BEEN INTO BIKES?

I've worked on my own bikes since I was a kid but I guess I didn't really get super obsessive until I started working at a bike shop when I was at Uni – that's when the disease really took hold. Adventure Cycles was one of those places where you could get lost in the back rooms for hours rummaging through boxes of old stock, looking at all this kooky NOS stuff. And before you know it, you have bikes in the double digits and spend all your time on ebay and online galleries.

WHAT'S NEXT FOR MARK SKULLS?

Get a studio, a new job, make stuff, skate more.

Check out Mark's work at www.mypace.com/marksays

MORE GOODIES

FROM THE STREETS



1.

1. CARHARTT INTERMEDIATE BACKPACK

www.carhartt.com

This is just what I was looking for in a bag – slim, black and enough pockets to hold all the stuff I carry around with me. I have no idea of how many litres it is, but I do know that I can get 60 copies of fixed-mag in there and deliver them to shops comfortably! One of the best things are the straps on the sides because they pretty much attach anything on there: frames, forks, wheels... even 20 tyres.

2. CHARGE PLUNGER GRIPS

www.chargebikes.com

At 170mm long, the new Plunger grip is very similar to Soyo Keirin grips, with a few exceptions. Firstly, they use a softer compound rubber, so you are less likely to screw up your hands. Secondly, they're available in more colours, as well as the more standard black, white, red and clear. Lastly, they're half the price of Soyo grips. A bargain, and no mistake.

3. WTSECRACKER

www.charliethebikemonger.com

A 1 1/8" spacer that doubles up as a bottle opener, making the struggle to open your favourite beverage a thing of the past. A perfect accessory to ensure you don't get too dehydrated.



2.



3.



4.

4. HOWIES SLATE RIVER JACKET

www.howies.co.uk

This jacket isn't fixed specific, but it's still super suitable for the urban cyclist. It packs down really small so you can throw it in your bag for when the weather turns into a bitch on you. The fit is perfect – slim with extended arms and rear. Four pockets (one hidden on the inside) and a couple of reflective details finish things up nicely.



5.



6.

5. SWRVE SHORT

www.swrve.co.uk

These are made from a four-way stretchable fabric that is super comfortable to wear and gives in all the right places, while maintaining a slim cut. There's two pockets on the rear which take a D-lock with ease, and a smaller cell phone pocket too. I've worn these pretty much all summer and well into the autumn and with a set of leg warmers underneath they'll work through the winter, too.



7.



8.

6. CCP SHIRT

www.tokyofixedgear.com

Cycle-specific clothing can make you like a dork – not with this shirt, though. Two large, zip pockets on the chest give you plenty of storage and there's reflective detailing built into the collars and rear seams too. 100% cotton with longer arms and a back panel that is designed to stretch.

7. CONTINENTAL TOP

www.conti-online.com

We have seen the light! Gone are the days of skidding through your Rubino's in a couple of weeks! Say nay to Gatorskins and their flimsy sidewalls! All hail the Conti Top Contact, which has two layers of Vectran anti puncture material and a large amount of rubber on the tread. Conti are so confident that if you get a puncture in the first year, they'll replace the tyre and tube, free of charge.

8. MASH USB RECHARGEABLE LIGHT

www.mashsf.com

Awesome – a tiny light that is not only brighter than the sun*, but rechargeable via the included USB cable. Twin LED's make sure you're seen in the city – if only they did a rear red version, all would be perfect. *It's not really brighter than the sun.

JULIE BENEDETTO



NAME: Julie Benedetto

AGE: Guess... (you're probably wrong)

GEAR RATIO: 44:19

CURRENT SET-UP: Red Soma with black hubs and orange rims

YEARS RIDING? Three

FAVOURITE PLACE TO RIDE?

Brooklyn

WHAT INSPIRES YOU TO RIDE? The knowledge that a girl can do anything a boy can

WORST INJURY? T-boned by a car resulting in a broken leg

FAVOURITE PERSON TO RIDE WITH? My BMX boyfriend

SOMETHING YOU DON'T LEAVE HOME WITHOUT? Multi-tool

WHAT DO YOU DO WHEN YOU'RE NOT RIDING? Photography,

gardening, and cooking

WHAT DO YOU GET OUT OF ALL THIS? It's a diversion from everyday

life in NYC and a way to get around

PHOTO: ED GLAZER



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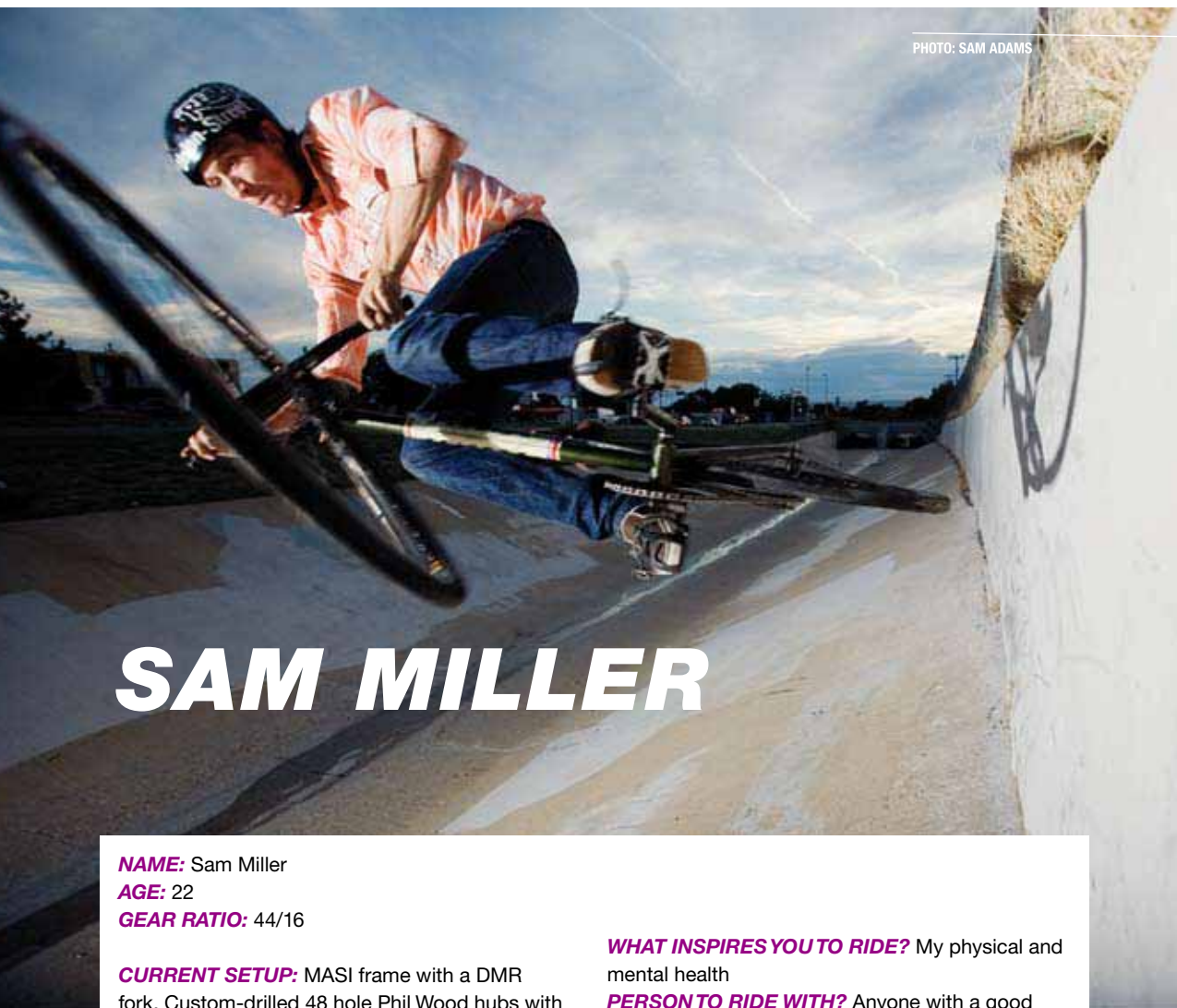


PHOTO: SAM ADAMS

SAM MILLER

NAME: Sam Miller

AGE: 22

GEAR RATIO: 44/16

CURRENT SETUP: MASI frame with a DMR fork, Custom-drilled 48 hole Phil Wood hubs with Rhyno Lite 700c rims, Deity cranks 165mm, 44t FSA chainring, 16t Dura Ace cog, KMC Kool chain, Thomson no-rise Stem, Deity 2 1/2" rise bars, Macneil Pivotal post, Macneil saddle, Ghetto-rigged bear claws and 700x28 Continentals tires

YEARS RIDING? I've spent the last nine years of my life on a bike, but I got into fixed about two years ago

FAVOURITE PLACE TO RIDE? There's certainly no better feeling than carving down a smooth Albuquerque ditch, but I'd have to admit that bombing through traffic in Manhattan produces a high worth mentioning

WHAT INSPIRES YOU TO RIDE? My physical and mental health

PERSON TO RIDE WITH? Anyone with a good attitude who knows how to have fun on a bike

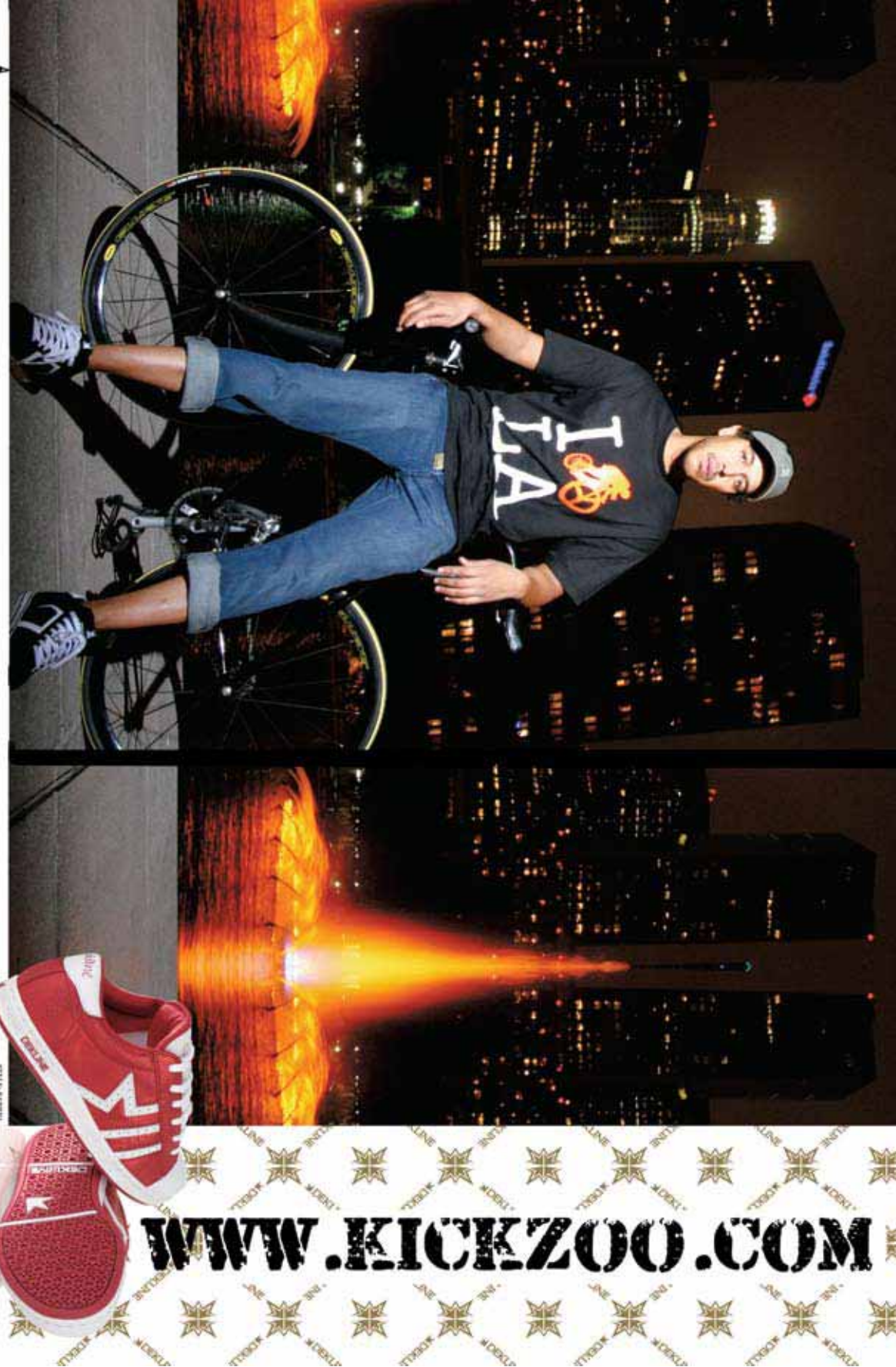
SOMETHING YOU DON'T LEAVE HOME WITHOUT? My bike. And/or some sort of musical instrument

WHAT DO YOU SO WHEN YOU'RE NOT RIDING? I love to draw, paint, read and write – I think about bikes, talk about bikes, and build bikes. A lot of my time is spent composing and recording music, then getting drunk and sloppy with my good ol' country band Grand Canyon

WHAT DO YOU GET OUT OF ALL THIS? Money. I don't do anything unless I'm getting paid lots of money. I love money. Duh!

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183...





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